FOR CHARLESTON and FLORIDA. SEMI TOR CHARLESTON and FLORIDA.—SEMITATION OF THE STATE OF THE WARRENCY U.S. MAIL INSE.—The new and spiendid consists JAMES ADOER S. C. Turner, commander, will have Prev No. 4. N. R. on "SATURDAY, Jan. 12, at 3 o'clock as precisely. For Freight apply an board, where all bills of his wall be signed; and for Passage at the office of SFOT PROBLEM OF THE STON & GO. NO. 29 Brossiway. Cabin Passage, 22.—The mignificent Steamship NASHVILLE, M. Berry, 22.—The mignificent Steamship NASHVILLE, M. Berry, 22.—The mignificent Steamship CAROLINA will make regular the variety of the steamship CAROLINA will make regular the steamship of the St. John's River, Florida, connecting with the steamers from New-York, and leave Charleston EVERN TUESDAY, at 2 o'clock p. m.

FOR SAVANNAH AND FLORIDA.—UNITED FOR SAVANNAH and FLORIDA.—UNITED
TOTATES MAIL LINE.—The new and splendld steamship
FLORIDA, M. S. Woodhull, commander, will leave New
York for Savannah on SATURDAY, Jan. 12, from pier No. 4
Berth Breer, at 5 of clock p. in, precisely.
Berth Breer, at 5 of clock p. in, precisely.
Berth Breer, at 5 of clock p. in, precisely.
Berth Breer, at 5 of clock p. in, precisely.
Berth of lading signed by the clerk on board. For freight as
Historial of the commander of the clock property of t

Chief Cabin Passage.
Second Cabin Passage.
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Phief Phief Phief Phief Phief Phief Phief Phief Phief Phief

For freight or Passage apply to E. CUNARD, No. 4 Bowling-green. DATRIOTIC LINE.—New Line of NEW-YORK

Steamboats and Railroads.

FOR BOSTON and PROVIDENCE via NEW-POR BOSTON and PROVIDENCE VIS NEWPORT and FALL RIVER.—The splendid and superior
steamer METROPOLIS, Capt. Wm. Brown, leaves New-York
every TUESDAY THURSDAY and SATURDAY, at 4 o'clock
p. m.; and EMPIRE STATE. Capt. B. Brayton, leaves New-York
every MONDAY, WEDNESDAY and FRIDAY, at 4
cellock, p. m., from Pier No. 3 N. R., near the Battery. Both
touching at Newport each way.

Hereafter no rooms will be regarded as secured to any applieant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch,
by as Express Freight Train.

by an Express Freight Train. WM. BORDEN, Agent, Nos. 70 and 71 West-st.

GREAT CENTRAL ROUTE. —
The Through Ticket and Freight Office of the
MICHIGAN CENTRAL RALLWAY
MICHIGAN CENTRAL RALLWAD,

GRAT WESTERN RAILWAY MICHIGAN CENTRAL RAILWAY MICHIGAN CENTRAL RAILROAD, And their Railroad and Steamboat Connections to Chicago, Mbwankee, Galena, Ruvilngton, St. Louis, Cairo, and all points West and South-west.

Via SUSPENSION BRIDGE, BUFFALO, or OSWEGO, is at No. 173 BROADWAY, N. Y.

Corner of Courtlandt-st. DARIUS CLARK, Agent.

CENTRAL RAILROAD of NEW-JERSEY, in connection with the LEHIGH VALLEY RAILROAD opened to Mauch Chunk and Wester arrangements commencing key, 19, 1855. Leave New-York for Mauch Chunk and intermediate places from Pier No. 2 North River at 7:39 a. m. if for some relie, at 7:39 a. m. and 3:15 p. m.; for Somerville, at 7:39 and 10:45 a. m., 5:15 and 4:36 p. m. The above wains connect at Masabeth with trains on the New-Jersey Railroad, leaving New-York from foot of Courtlandt-st. at 7:39 and all a. m., 8 and 4 p. m.

JOHN O. STERNS, Superintendent.

H UDSON RIVER RAILROAD.—On and after MONDAY, Dec. 24, 1835, the Trains will leave Chambers at, Station as follows: Express Train, 7 a. m., connecting with Rarthers and Western Train. Mail Train, 5; 5a. m., Through Way Train, 17 m. Express Train, 5 p. m. For Poughkeepsie 7:10 a. m. and 3;50 p. m. For Peekskill, 5;50 p. m. For Sin g, 1 and 4 p. m. The Sing-Sing and Peekskill Trains stop a the Way Stations. Passengers taken at Chambers, Canal the Way Stations. Passengers taken at Chambers, Canal Christopher and 3ist-sta. SUNDAY MAIL TRAIN at 4 p. m. The Sing-Sing and Peekskill Trains stop a from Canal-st. for Albany and Trov. stopping at all Miss Stations.

THE REGULAR MAIL LINE via STONING

THE REGUILAR MAIL LINE via STONING TON for BOSTON, PROVIDENCE, NEW-BEDFORD, and TAUNTON-Inland route, without delay, change of cars or baggage, carrying the Eastern Mail.

The new steamers PLYMOUTH ROCK, Capt. Joel Stone, and COMMODORE, Capt. J. K. Pendleton, in connection with the Stonington and Providence, and Boston and Providence Railreads, leaving New-York daily (Sundays excepted) from pier Mo. 2 N. R., (first when above Battery-place.) at 4 p. m., and Stonington at 8:30 p. m., or on arrival of the Mail train, which leaves Boston at 5:30 p. m.

The COMMODORE, from New-York-Monday, Wednesday and Friday. From Stonington-Tuesday, Thursday and Sattreay.

athreay.
The FLYMOUTH ROCK, from New-York-Tuesday, Thursay and Saturday. From Stonington-Monday, Wednesday

The PLYMOLTH ROLL Holl The Property of the Pro

cash way.

Through tickets on Mondays, Wednesdays and Fridays, for
Nantucket, Holmes's Hule and Wood's Hele, via New-Bedford,
connecting with the new steamer Eagle Wing.

For passage, beths, state-rooms of freight, application may
be made at Fier No. 2, North River, or at the office, No. 10 Bat-

FLUSHING RAILROAD.—The steamboat

18LAND CITY leaves Fulton Ferry wharf, north side, at eq. 3 and 10 a. m.; 1. 4 and 6 p. m. darly, meeting and exchanging passengers with the CARS at Hunter's Point, topposite 23d. at, which leave Flushing at the same hours. Persons can go to Plushing by any of these trains, and return by the next or any succeeding train. Through in 50 minutes. Fare 25 cents. FOR PHILADELPHIA by the CAMDEN and

FOR PHILADELPHIA by the CAMDEN and AMBOY RAILROAD-From Pier No. 1 N. R., foot of Battery-place.—The Camden and Amboy Railroad Lines for Philadelphia will leave as follows:

MORNING LINE—At 8 o'clock a. m. daily (Sundays excepted) by the steamer JOHN POTTHR, Capt. John Simpson, for South Amboy, thence by cars and steamboats to Philadelphia. Fare by this Line, +2.2 S. LINE—At 2 o'clock p. m. daily (Sundays excepted) by the steamboat JOHN POTTER, stopping at Junestewn, Hightstown, Bordentown and Burlington, arriving at Philadelphia about 61 p. m. Fare by Express Line, +3. Fare to Freehold and Monnouth, either line, Soc. Meals provided on board—Dimer, 75c.; Breakfast and Supper, 58c.

Return passengers will leave Philadelphia at 6 s. m. and 2 p. m. Way accommedation and Emigrant Line at 1 p. m. Fare, \$1.50.

Finigrant Line at 4 p. m. Fare, \$1.75.

Pitty pounds of baggage only allowed each passenger. Passengers apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract. L. BLISS, Agent.

T ONG ISLAND RAILROAD—(Sundays ex-

ONG ISLAND RAILROAD-(Sundays ex-CAN D. RAILKOAD — (Sundays excepted)—Leave Brocklyn for Greenport, 10 a. m.; for
Yaphank, 10 a. m., and Saturday 3:45 p. m.; for Farmingdale
and Syceset, 10 a. m. and 3:45 p. m.; for Hempsteed, 10 a. m.; 12 m., and 5:45 nd 4p. m.; for Jamaica, 10 a. m., 12 m., 3:45,
6, and 6:00 p. m. Leave Greenport for Brocklyn, 10 a. m.;
Yaphank, 11:33 a. m., on Mondays, 6:10 a. m.; fakeland 12:06
p. m.; an Mondays, 6:38 a. m.; Farmingdale, 7:30 a. m. and 1
p. m.; Syosset 7:35 a. m. and 1 p. m.; Hempsteed, 6:35 a. m.
and 3:50 p. m.; Jamaica, 5:40, 7:40, and 3:40 a. m. and 2:10
and 4:40 p. m.

MICHIGAN SOUTHERN RAILROAD LINE. ICHIGAN SOUTHERN KAILROAD LINE.

-Travelers for CHICAGO, ST. LOUIS, KANSAS, and all points West and South-west, can obtain Through Tokeon, and all information concerning routes, fare, &c. either by the MFW-YORK ARD ERIE RAILROAD, or NEW-YORK GENTRAL RAILROAD, by application at the Company's Office, No. 183 Broadway, corner Deyst.

JOHN F. PORTER, General Agent.

NEW-YORK and NEW-HAVEN RAILROAD.

NEW-YORK and NEW-HAVEN RAILROAD.
WINTER ARRANGEMENT, Commencing Dec. 3, 1856.
Passenger Stations of Corner Broadsway and Ganal-st.
in New-York.... (Corner Broadsway and Ganal-st.
in New-York.... (Corner Broadsway and Ganal-st.
TRAINS LEAVE NEW-York—For New-Haveni 7, 8 a.m.,
(Ex.) 12 m., 3 (Ex.) 3:20, 44 p. m. For Bridgeport: 7, 8
a.m., (Ex.) 12 m., 3 (Ex.) 3:20, 4 p. m. For Bridgeport: 7, 8
a.m., (Ex.) 12 m., 3 (Ex.) 3:20, 4 p. m. For Bridgeport: 7, 8
a.m., (Ex.) 12 m., 3 (Ex.) 3:20, 4 5:15 p. m. For Norwalk: 7 a.m., 12 m., 13 (Ex.) 3:20, 4, 5:15 p. m. For Stan ford: 7, 8 a. m., (Ex.); 12 m., 3 (Ex.), 3:20, 4, 5:15 p. m. For Stan ford: 7, 8 a. m. (Ex.); 12 m., 3 (Ex.), 3:20, 4, 5:15 p. m. For Stan ford: 7, 8 a. m. (Ex.); 12 m., 3 (Ex.) 5:20, 4, 5:16, 6:16 p. m.
CONNECTING TRAINS—For Boston: 8 a. m. (Ex.); 2 p. m.; 2 p. m. (Ex.) For Connecticut River Railroad: 9 m., 5 p. m. (Ex.) For Connecticut River Railroad: 8 a. m.; 3 p. m. For Household. For New-London Railroad: 8 a. m.; 3 p. m. For Household. For New-London Railroad: 8 a. m.; 3 p. m. For Household. For New-London Railroad: 8 a. m.; 3 p. m. For Household. For New-London Railroad: 8 a. m.; 5 p. m. For Household. For New-London Railroad: 8 a. m.; 5 p. m. For Household. For New-London Railroad: 8 a. m.; 5 p. m. For Household. For New-London Railroad: 8 a. m.; 5 p. m. For Bouldary and Norwalk Railroad: 7 a. m., 4 p. m.
TRAINS FOR New-York—From New-Haven: 5:30, 7, 9:35
a. m.; 145 (Ex.); 4:50, 8:25 p. m. (Ex.) From Bridgeport:
610, 7:40, 10:18 a. m., 5 (Ex.); 5:11, 9:62 p. m. (Ex.) From
610, 7:40, 10:18 a. m., 5 (Ex.); 5:11, 9:62 p. m. (Ex.) From
610, 7:40, 10:18 a. m., 5 (Ex.); 5:11, 9:62 p. m. (Ex.) From
610, 7:40, 10:18 a. m., 5 (Ex.); 5:11, 9:62 p. m. (Ex.) From

TRAINS FOR NEW-YORK—From New-Haren: 5-30, a.m., 145 (Ex.), 4:50, 8:25 p. m. (Ex.) From Bridgeport: 6:16, 7:40, 10:18 a. m., 2:22 (Ex.), 5:11, 9:02 p. m. (Ex.) From Norwalt: 6, 6:44, 5:15, 10:52 a. m., 2:48 (Ex.), 5:45, 9:20 p. m. (Ex.) From Fort Chester: 5:30, 6:43, 7:23, 8:57, 11:30 a. m., 5:77 p. m.

JAMES H. HOYT, Superintendent.

HUDSON RIVER RAILROAD COMPANY—NOTICE.—In consequence of obstraction on the city track, passengers are requested to take the care from Sister. Station until further notice.

M. L. SYKES, pr. Suprt.

NEW-YORK and ERIE RAILROAD.—On and after MONDAY, Dec. 31, 1855, and until further notice, Passenger Trains will leave Pier foot of Duane-st. as follows, vis:

BUFFALO EXPRESS, at 7 a. m. for Buffalo direct, without change of oassenge or cars. At Hernelleville this train connects with a way train for Dunkirk and all stations on the Western Division.

MAIL, at 8:15 a. m. for Dunkirk and Buffalo and intermediate stations. Passengers by this train will remain over night at Owego, and proceed the next morning.

NEWBURGH EXPRESS, at 4 p. m., for Newburgh direct, without change of cars.

thout change of cars.

ROCKLAND PASSENGER, at 4 p. m. via Suffern's, for Plermont, and intermediate Stations.

WAY PASSENGER, at 4 p. m., for Otisville and interme-

diate Stations.

NIGHT EXPRESS, at 5 p. m. for Dunkirk and Buffalo.

EMIGRANT, at 5 p. m. for Dunkirk and Buffalo and intermediate stations.

On SUNDAY only one Express Train, at 5 p. m.

These Express Trains connect at Elmira with the Elmira and Nigara Falls Ratirond, for Niegara Falls, at Buffalo and Dunkirk with the Lake Shore Railrond for Cleveland, Clucinsati, Toledo, Detroit, Chicago, &c.

D. C. McCallulM, General Superintendent. D. C. McCALLUM, General Superintendent.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER.—The ROCHESTER and GENESEE VALLEY RAILROAD is now open, and, in esupection with the Buffale, Corning and New-York, and New-York and Eric Railroads, forms a direct route from New-York to Rochester.

Rechester.

The differences of this route, together with the superior comert afforded by the wide care, renders it by far the most desirable between the above-named cities.

Tickete can be procured at the New York and Eric Railroad
Ticket Office, foot of Duane-st., and No. F55 Broadway; also in
leaves City.

Descy City.

Bagange checked through.

Freight will be transported between New-York and Rochester with dispatch. Any information desired in regard thereto can be obtained by calling on the General Freight Agent of the New-York and Eric Railroad, Eric Building, or C. S., TAPPAN. Express Freight Agent, No. 198 Broadway.

No trains on the Buffalo, Corning and New-York Railroad on Sunday.

J. A. REDFIELD, Superimmendent.

PENNSYLVANIA RAILROAD. --THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western, and South-western States, by a continuous Railway direct. The Road also connects at Pitteburgh with daily line of Steamers to all ports in the Western Rivers, and at Cleveland and Sandusky with steamers to all ports on the North-western Lakes; making the most direct, cheapest and reliable route by which FREIGHT can be forwarded to and from the Great West.

DAILY THROUGH TRAINS BETWEEN PHILA-DELPHIA and PITTSBURGH.—The MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 74 a. m., and leaves Philadelphia for Philadelphia at 7a. m. The FAST LINE leaves Philadelphia at 12 m., and Pittsburgh for Philadelphia at 12 m. THE NIGHT EXPRESS TRAIN leaves Philadelphia at 12 m. THE NIGHT EXPRESS TRAIN leaves Philadelphia for Pittsburgh at 11 p. m., and Pittsburgh for Philadelphia for Philadelphia for Philadelphia for Philadelphia at 10 p. m.

In sateripus for Pritteburgh at 11 p. m., and Prittsburgh for Philidelphia at 10 p. m.

The above lines connect at Pittsburgh with the railroads to
and from St. Lonis, Mo.; Alton, Galena and Chicago, Illinois;
Frankfort, Lexington, and Louisville, Ky.; Terre Haute, Madison, La Fayette, and Indianapolis, Ind.; Cincinnati, Dayton,
Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massilon, and Wooster, Ohio; also with the
Steam Packet boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.

For further particulars see hand-bills in the hotels of the city. For further particulars see hand-bills in the hotels of this city.

For further particulars see hand-bills in the hotels of this city.

Fassengers will find this the shortest, most expeditious and combinable route between the East and West.

Through tickets can be had at either of the above-mentioned laces in the West. or

B. DEAN, Agent, New-Jersey Railroad Co., foot of Courtlandt-st., New-York.

J. L. ELLICOTT, Agent, Pennsylvania Railroad Co., No. 2 Astor House, New-York.

THOMAS MOORE, Agent, cor. 11th and Market sts. New York, April 19, 1855.

COMPOUND ESSENCE of CHINA ROOT .-

COMPOUND ESSENCE of CHINA ROOT.—
In order that the people may live and enjoy health, it is necessary that they should become acquainted with this excellent preparation, masufactured expressly by the proprietor, Dr. F. MORRILL, No. 23 Howardet., Beston, Mass. This Medicine may be used with advantage in all complaints, but those diseases for which it may be most successfully used are the following:

Brunchitis, Weakness, Asthma, Pains in the Head, Negralis, Spinal Complaints, Tie Deloreux, Rhemmatism, Chronic Inflammation, Dyspepsia, Constipation, Sciatica, Spermatorthea, Hernia, Diseased Heart, Coughs, Colds, Consumption, General Debulity, Aversion to Society, Monomania, Hypochondria, Impotency, General Decay, Gleet, Syphillis, &c.

The period has arrived when the nostrums which have hitherto existed must give way to the only safe and certain remedy for these diseases. Who linger on from day to day in wretchedness and misery for want of proper remedica? Who are being carried daily to their graves in consequence of their avaricious dispositions? How many families have been left to mourn by an avaricious parent, who, rather than part with a few dollars, would permit his child to be hurried into the arms of that grim moneter—Death?

The copportunity for health is now propitions. Dr. Morrill assures health to all who try his invaluable remedies.

The COMPOUND ESSENCE OF CHINA ROOT's recom-

The comportunity for health is now proprious assures health to all who try his invaluable remedies.

The COMPOUND ESSENCE OF CHINA ROOT is recommended as a sure sure for all cases of Supermatorrhea, or Seminal Emissions; and any person in the city or country, by sending the money by letter can have the Medicine sent to him by express to any part of the world.

CAUTION.—All my bottles are labeled and bear my signature, "F. MORRILL, M. D.," to counterfeit which is forgery. Price \$5, \$6, and \$12 per bottle, in various sizes. The largest world but he are the changest.

Price \$5, \$5, and \$12 per bottle, in various sixed bottles are the cheapest.

This Medicine is Vesetable, and may be taken by the smallest child with perfect safety. Persons wishing for it must send to the office, as it cannot be obtained at any other place.

The Dector has practiced Medicine for the last seventeen years, and can be consulted on all diseases that flesh is heir to.

F. MORRILL, No. 23 Howardett., (Opposite Howard Athenseum).

HAARLEM OIL, at Wholesale and Retail—
Warranted genuine. Put up for the Trade in quarter, half
and one gross packages. Also, genuine NEUREMBERG
RALVE, for sale at the old stand, where both have been kept
for the last ninety years.

Nos. 33 and 34 Fulton-st.

NEURALGIA in its worst forms, especially af-TOR. it completely cures Rheumatism, and when applied to the least symptoms of Gout, prevents and drives of the attack. To be had of the inventor, Dr. WHELLER, No. 486 Broadway, Pamphlets, with the best city testimonials, sent by mail gratis.

SANDS'S SALT RHEUM REMEDY.—Sufferers ANDS BALT RIFLEM EMBLED.

ANDS SALT RIFLEM EMBLED.

ANDS SALT RIFLEM EMBLED.

ANDS SALT RIFLEM EMBLED.

ANDS SALT RIFLEM EMBLED.

Before resort to this valuable medicine, which will speedly relieve the worst symptoms of these distressing complaints, and in a brief period complete a radical cure. Prepared and for sale by A. B. & D. SANDS, Druggists, No. 100 Fulton-st.

THE GREATEST MEDICAL DISCOVERY of the AGE!

Mr. KENNEDY of Roxbury has discovered in one of our common pasture weeds a remedy that cures EVERY KNND of HUMOR, from the worst Scraffied does to a common Pisple. He has tried it in over eleven hundred cases, and never failed except in two cases, both thunder humor. He has now in his possession over two hundred certificates of its value, all within twenty miles of Boston.

Two bottles are warranted to care a nursing sore mouth.

wenty miles of Boston.

Two bottles are warranted to care a nursing sore mouth.

One to three bottles will cure the worst kind of pimples of

the face.

Two or three bottles will clear the system of biles.

Two bottles are warranted to cure the worst canker in the mouth and stomach.

Three to five bottles are warranted to cure the worst case of creativeles.

One or two bottles are warranted to cure all humor in the eyes.

Two bottles are warranted to cure running of the ears and blotches among the hair.

Four or six bottles are warranted to cure corrupt and running

ulcers.

One boltle will cure scaly eruptions of the skin.

Two or three bottles are warranted to cure the worst case of

One bottle will cure scaly eruptions of the sant.
Two or three bottles are warranted to cure the most case of ringworm.
Two or three bottles are warranted to cure the most desperate case of rheumatism.
Three to four bottles are warranted to cure sait-thems.
Five to eight bottles will cure the worst case of scronia.
A benefit is always experienced from the first bottle, and a perfect cure is warranted when the above quantity is taken.
Nothing looks so improbable to those who have in wain tried all the wonderful medicines of the day, as that a common woed growing on the pastures and along old stone walls, should cure every humor in the system; yet it is a fixed fact. If you have a humor, it has to start. There are no ifs nor ands, hums nor ha's, about it, suiting some cases, but not yours. I peddled over a about it, suiting some cases, but not yours. I peddled over a about it, suiting some cases, but not yours. I produce of the great fects of it in every case. It has already done some of the great-fects of it in every case. It has already done some of the great-fects of it in every case. It have seen poor, puny, wormy vear old, to old people of sixty. I have seen poor, puny, wormy, very clocking children, whose flesh was soft and flabby, restored to a perfect state of health by one bottle.

To those who are subject to a sick headache one bottle will always cure it. It gives great relief in catarth and disainess. Some who have taken it have been coeffice for years, and have been regulated by it. Where the body is sound it works quite easy, but where there is any derangement of the functions of nature, it will cause very singular feelings, but you must not be alarmed; they always disappear in from four days to a week. There is never a bad result from it; on the countrary, when that feeling is gone, you will feel yourself ithe a new person. I then decree of the most extravagant encomnums of it that ever man listened to.

Manufactured by DONALD KENNEDY, No. 129 Warren-st.

heard some of the most extravagant electrons.

Manufactured to,
Manufactured by DONALD KENNEDY, No. 129 Warren-st.,
Manufactured by DONALD KENNEDY, No. 129 Warren-st.,
Rozhury, Mass. Frice \$1.
Wholeseale Agonts for New York: C. V. CLICKENER & Co.,
No. 81 Barclay st.; CHARLES H. RING. No. 192 Broadway;
A. B. & D. SANDS, No. 141 William-st.; MARSH. ORVIS &
Co., No. 130 Greenwich-st.; SCHIEFFELIN. BROS. & Co.,
No. 176 William-st.; BOYD & PAUL, Chambers st.; WELLS
No. 176 William-st.; BOYD & PAUL, Chambers st.; WELLS
& Co., No. 115 Franklin-st.; MCKISSON, ROBBINS & Co., No.
145 Maidem-lane; HAVILAND, HABRAL & RISREY, War145 Maidem-lane; HAVILAND, HABRAL & RISREY, War145 Ward, CLOSE & Co., Maidem-lane; Mrs. HAYS, PEW-JERSEY RAHLROAD—For PHILADELPHIA, and the SOUTH and WEST, via JERSEY
DELPHIA, but the SOUTH and WEST, via JERSEY
DELPHIA, and the Wood, and the West, and the South and the West, and th

Legal Notices.

Legal Notices.

In the Matter of the Salle of the Rhale estate of the Herman Kattenhorn, deceased, for the payment of the Surrogate of the County of New York, dated of the County of New York, dated of the Surrogate of the County of New York, dated of the Surrogate of the County of New York, dated of the Surrogate of the County of New York, dated of February next, at 13 o'clock at moon, the following described Lands in the City of New York on the 27th of February next, at 13 o'clock at moon, the following described Lands in the City of New York, namely: All the equal, undivided one-haif part of all those certain hots, pieces or parcels of land, situate, lying and being in the Twelith Ward of the City of New York, hown and distinguished an acetain map entitled Map of the Harlaem Commons, made by Charles Clinton, City Surveyor, dated December, 1824, and now on file in the office of Register of the City and County of New York, as lots numbered (1) one and (2) two, (9) nine and (19) ten, and are also designated on a map of said commons, compiled by J. F. Bridges, City Surveyor, January, 1826, which last mentioned map is in the possession of Isaac Adriance, equipre, as lots numbered (1) one, (2) two, (189) one hymdred and eighty nine, (20) two hundred and ten, (9) nine, (10) ten, (20) two hundred and seven, which said lots for situate and lying between the Ma and Solava, and between 77th and 80th, 79th and 80th sts. and which collectively are described as follows, vir. Commencing at the north-westerly corner of the 2d-av. and 78th-st, running thence westerly along the mortherly side of 78th-st, to the division line between the New York and Hariem Commons, thence running easterly along the northerly side of 60th-st, thence running easterly along the northerly side of 60th-st, thence running easterly along the northerly side of 60th-st, thence running easterly along the northerly side of 60th-st, thence running southerly are fall to number (2) two to the westerly side of the 2d-av, to the place of beginning. Terms chai

IN PURSUANCE of an order of the Surrogate of of the County of New-York, notice is hereby given to all cersons having claims against JOHN O'NEIL, lare of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his store, No. 21 West Broadway, in the City of New York, on or before the twenty first day of thereof to the successful on or before the twenty in the City of New-York, on or before the twenty in the City of New-York, the nineteenth day of December, 1855.

THOMAS TRAINOR, Executor.

dee of the Surrogate

IN PURSUANCE of an order of the Surrogate A FURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN DOUGHERTY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of JAMES W. WHITE, No. 51 Liberty-st., in the City of New-York, on or before the twenty-fifth day of May hext. Dated, New-York, the twentieth day of November, 1853.

n22 law6mTh PATRICK DEERY, Administrator.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims sgainst GEORGE W. HALL, late of the City of New-York, Tailor, deceased, to present the same, with youchers thereof, to the subscriber, at the office of E. Ketchum, Ne. 79 Nassau-et., in the City of New-York, on or before the eleventh day of February next.—Dated, New-York, the 6th day of August, 1855.

SARAH A. HALL, Administratrix. of August, 1855. au9 law6mTh

N PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims sgainst the estate of WALLIS PARKER, late of the City of New-York, deceased, to present the same with vouchers thereof, to the subscriber, at the office of N.A. Chedsey, N.o. 6 Gity Hall-place, in the City of New York, on or before the first day of March next.—Dated, New-York, the 39th day of August, 1855. PHEBE ANN PARKER, Administratrix, and lawshift. N. A. CHEDSEY, Attorney.

IN PURSUANCE of an order of the Surrogate the County of New-York, notice is hereby given to all per-sons having claims against DANIEL WALTERS, late of the lity of New-York, deceased, to present the same with vouchers City of New-York deceased, to present the same with vouchers thereof, to the subscribers, at the office of SAMUEL R. PUL-LEN, No. 221 Chamberset, in the City of New-York, on or before the seventeenth day of May next. Dated, New-York, the fourteenth day of November, 1855.

n15 law6mTh* RACHEL WALTERS, Administrator.

N PURSUANCE of an order of the Surrogate of N PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against JEREMIAH LOUNSBERY, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of Edward A. Fraser, No. 363 Broome-st., in the City of New York, on or before the eighteeath day of February next.—Dated New York, the sixteenth day of August, 1855.

ELEN S. LOUNSBERY, Administratrix.
au16 law@mTh EDWARD A. FRASER, Administratrix.

NEW-YORK SUPREME COURT—City and County of New-York.—MAITBY G. LANE against GFORGE W. PHELPS.—Summons for a money demand on contract.—[Com. not served.]—To the defendant, GFORGE W. PHELPS: You are hereby summoned and required to answer the complaint in this action, which was filed in the effice of the Clerk of the City and County of New-York, at the City Hall in said City, on the thirteenth day of December, 1935, and to serve a copy of your snewer to the said complaint on the subscriber at his office, No. 106 Broadway, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforesaid, the fall to answer the said complaint within the time aforesaid, the plaintiff will take judgment for the sum of seventy and 37-109 dollars, with interest from the sixteenth day of July, one thou-sand eight hundred and fifty-two, beside the costs of this action.—Dated December 13, 1852.

New-York Daily Tribune.

NEW INVENTIONS:

[We frequently receive letters from our readers asking where the naticles noticed under this head can be found, the price and so on. To all such friends we say: Our duty ceases when we have brought before them the principal features. Senefits and uses of the inventions, and if the proprietors of the articles do not choose to avail themselves of the various newspapers and other vehicles at command in the country to make known their prices and where they are to be bought, they are not so wise as they might be. If inventors and the proprietors of inventions wend advertise in some newspaper they would prevent the people from troubling us and others with their inquiries, and would de themselves no injury.]

DRAKE'S IGNITION GAS-ENGINE .- We have already

an engine exhibited at the late Fair of the American Institute, by Dr. Alfred Drake of Philadelphia, which works by the power of exploding gas. The plan was then pronounced impracticable, an opinion still adhered to, as the engine—on an exhibition courteously made for our especial benefit—failed to work either powerfully, quietly, or continuously. Justice to the enterprise demands, however, the state ment, that a large engine with an eighteen-inch stroke of piston and sixteen inches diameter of cylinder, worked single-acting, made sixty revolutions per minute, and appeared capable of doing more. The "igniter." which sets fire to the gas is a small hollow piece of cast iron, kept sufficiently hot by blowing a fierce flame into it from the outside, and results have proved that this portion, the principal new feature which renders it possible to work gas in this manner, is capable of maintaining its integrity for several hours and probably for days. Either coal gas or the vapor of any hydro-carbon as spirits of turpentine, or camphene, is represented as efficient in this engine when ningled with the due proportion of air to effect perfect combustion. Although Sir Humphrey Davy's experiments showed that coal gas could not be fired by the heat of iron at a bright red heat, and based on this property the safety lamp for miners, which has immortalized his name-the operation of this engine proves that iron can be heated sufficiently high, without melting, to ignite such gas in nearly every case. Another fact for which we are indebted to Dr. D. is the corresion and decay of the metal platinum, when exposed to an intense heat in the presence of this gas. Platinum is almost infusible [un-meltable,] and is thus a favorite metal where great endurance of heat is required, but cast iron is found not only cheaper but more durable for the igniters in this engine. Sickles's Coal-Ash Sifter .- Mr. Gerard Sickles

of Brooklyn has just patented and introduced a cylindrical apparatus, neatly cased in sheet iron, and de signed to save all the fragments of coal now wasted in the ashes, without exposing the person or the clothing of the operator to any dust or other annoyance. The sifter is designed to operate equally on wet or dry ashes, and its action is, or may be, continuous, there being no necessity for suspending the operation to remove the coal. The whole exterior being of sheet iron, renders it safe to leave the ashes for any period in the bottom; and a close-fitting cover prevents the rising of any dust. No sieve, in the ordinary sense of the term, is employed. The crude material is poured in at the top, and rests upon an inclined plane. A few inches below this is a fine grating of iron, slightly inclined in the opposite direction, every alternate bar of which is movable. A handle outside slides the movable bars backward and forward, and communicates a slight motion to the inclined platform above. The ash is thus slowly poured from the reservoir upon the grating, and gradually travels across its surface, shaking the fine ashes through to the bottom, and allowing the coarser coals to continue across to the lower edge, whence they are led into the scuttle, previously placed in position outside. The device appears well adapted to diminish the waste which now ensues from carelessness in regard to this material, and is worth of examination, even by small consumers of coal.

SMITH'S CAR-SEAT .- Our present common car-seat.

important invention to save turning the car at the end of the road. Mr. Albert M. Smith of Rochester, whose convenient belt-clasps are already well known, has lately constructed a model which in effect make the back high or low at pleasure, while still retaining the reversible quality, and nearly all the simplicity of the ordinary seat. A night seat should have a high back to support the head, and should incline back at a considerable angle, while a day seat should have a low back to allow of uninterrupted vision and social intercourse. The back of Mr. Smith's seat is to be about the usual width, is upholstered on each side, and is curved to fit the back as usual. There are four short knobs or projections on each end of the back, and the straps or connections between the latter and the fixed part are T-shaped, and are ingeniously provided at each extremity of the T portion with spring catches or self-locking mechanism to receive and hold these projections. For a day seat the back is held at each end by the two central knobs, and conforms in appearance to the common car-seat, but by pressing the upper edge forcibly backward the lower socket releases its hold, and the back may be whirled akalf over on an axis passing through the upper one, and the lower socket receives and retains a knob near what was previously the upper edge of the back. The back is now sustained considerably higher than before, and by reason of its curvature stands at just the proper inclination to sustain the head and shoulders in a half reclining position. The cushion is also made adjustable to a slight degree by hand, but this appears a matter of minor importance. The main feature of the seat has been described with some care, and it is evi-

inventor contends that it can be built and maintained at about the same price as those now employed, while it is easy to see that it occupies no more room and involves little or no additional weight. Although easily disconnected by a suitable movement, the sockets appear quite strong and the back will not, probably change position in consequence of any motion of th car, however violent. The improvement is susceptible of ready application to seats now in use, and we hope the plan will be immediately tested. SAFETY ON RAILROADS.-That there is room fo improvement by diminishing the danger in entering and changing cars, cannot long be doubted, and we learn that a plan has been recently adopted on the New-York Central Railroad which renders it absolutely impossible for any passenger to get under the wheels except by going forward of the locomotive. The plan is inclose the wheels and, in short, the whole open space beneath the car by prolonging the sides of th

dently a most valuable improvement if the peculiar

sockets can be cheaply and durably constructed. The

car downward to within a few inches of the ground, and stretching false platforms across the space between the cars so as to make the floors continuous. Sliding doors are constructed in the sides to allow of oiling and examining the axles and wheels, and the false plat forms are so arranged as to allow the free working of the cars around curves. We have not seen this contrivance, and our information being entirely second-hand we can speak with little confidence either of its merits or defects, but should judge it entitled to attention. Its effect must be very similar to that of the petticoat plan adopted some years since on several roads to prevent the rise of dust. The petticoats are stout cloth or canvas, and the platforms are connected by the same material stretched loosely across and secured by suitable cords. One great advantage of the cloth lies in its flexibility, as an accidental contact with a mass of earth or snow, a stick of wood or other obstacle would have little sensible effect. Either the wooden or the cloth casing however, serves greatly to prevent the occurrence of accidents as well as to avoid the anneying effects of dust. The cost of the addition cannot be very considerable; and, as remarked by a large stockholder on one occasion, "one man's arm is worth more than the "entire cost of fitting up any route."

LOPGHRIDGE'S SELE-ACTING CAR BRAKE .- Mr William Loughridge (pronounced Lockridge) of Weverton, Maryland, is the inventor of a method of stopping a train of cars at the will of the engineer, radically different from any of the several invention for the purpose heretofore described in our columns. The cars are stopped by the friction of the ordinary brakes, but the power actuating them is derived di-rectly from a drum shaft on the locomotive. This shaft, or rather a pulley keyed thereon, is pressed into contact with the flange of the driving wheels, and is thus compelled to revolve and wind up a stout chain running the length of the train. This chain applies the brakes of all the cars. To prevent pulling too severely, and fracturing some portion of the mechanism, pro vision is made for limiting the extent of its action by causing it to release its hold of the driving wheel s soon as a certain portion of the chain is taken up. The point at which this unshipping movement comes into play is previously arranged by the engineer, so that however excited in view of danger, or careless and bungling, he cannot endanger the integris of any important part. A somewhat ingenious arrangement is adopted for causing one continuous chain to supply all the brakes. A stout lever, some three or four feet long, is hung under each car, and provided with sheaves or pulleys at each end, around which the chain makes a curve like the letter S, and continues on to the next. When the chain is pulled by the winding of the shaft, this lever is moved by the tension, and forces the brakes into contact with the

wheel. We were present at a recent trial of this brake on the Hudson River Railroad, the results of which-though sadly complexed by the accidental destruction of the unshipping apparatus at an early portion of the dayshowed a very high degree of efficiency in the apparatus. A careful comparison was made with the handbrakes, skillfully and powerfully applied, the results of which-allowing properly for an accidental difference of speed when the signal was given-shows about an equal degree of efficiency. The trial was made on a grade ascending about 17 feet per mile with a wind ahead. The train consisted of six cars nearly empty. Running at a speed of about 39 miles per hour, it was stopped in 700 feet by the patent method; and running at a speed of about 29 miles per hour, it was stopped by the hand-wheel method in 440 feet. The speed has a great influence on the space required to stop a train. Other circumstances being equal, the space required is always proportioned, not to the speed simply, but to the square of the speed. The square of 39 is 1,468—the square of 29 is 841; and these numbers are proportioned to each other pretty nearly as the spaces actually consumed in the trial, The speed was roughly obtained by counting the

number of joints passed over in a quarter of a minute and we may therefore add that the estimates of those on the engine gave a speed of only about 33 miles per hour on the first trial, and the ment" of many of the party indicated still less. If our estimate was strictly correct, the patent brake was ten per cent the most efficient. system labors under two disadvantages, which we consider very serious. The chain does not overhaul itself freely, so as at ence sufficiently to slacken the brakes when released by the engineer. But a still more serious evil in a long train is the braking of the forward cars sooner and with more force than the rear ones, a fact due to the inertia of the chain and the friction of the pulleys, around which it is compelled to bend. A disposition to crowd together, thus induced n the train, is increased by the direct pull of the chain, and is always considered an evil of considerable magnitude, by tending to force the cars into diagonal positions, and sometimes throwing them from the track. In the trials alluded to the wheels of the forward cars were invariably locked and slid on the track, but those of the rear ones never. We commend the invention as an earnest but as yet not completely successful GRANT'S CALCIUM LIGHT FOR LIGHTHOUSES,-La-

voisier, a French chemist, discovered the existence of oxygen in the latter part of the last century, and showed that although diluted with nearly four times

alone serves to support combustion. Dr. Robert Hare of Philadelphia, about the year 1804, lighted a jet of hydrogen and directed upon it another of pure oxygen, thus producing a degree of heat at the point of com-mingling which had been before unattainable, except by the voltaic battery. Such solids as would not burn in the flame of this "oxyhydrogen blow-pipe" became most intensely brilliant; and the doctor found in perfectly unslacked time a material exceedingly luminous when thus heated. Sometime in 1826 Lieut, Drummend of Scotland employed this light on various hill in a coast survey of Ireland, and thus was enabled to take their bearings with minute accuracy forty miles distant. The light, thus associated with the name of Drummond," is due entirely to the heat of the lime, as no combustion of that material is observed. It is liable, however, to scale off under the action of the heat and sometimes to crack across. By one or the other of these affections the ball is usually destroyed in a period varying from three minutes to half an hour. The extraordinary concentration of this light, by enabling it to be brought with accuracy into the focus of a suitable mirror, and thus throw all the light at will in any given direction, contributes in a high degree to the extraordinary result; and its compactness and strength early attracted the attention of the Lighthouse Boards both of Great Britain and France, but the instability of the material and the expense of the oxygen required induced a report decidedly adverse to its employment. About the year 1842 Dr. Lardner visited this country, and, in connection with Prof. Robert Grant of this city, gave illustrations of this light in a series of lectures in our principal cities. In the course of an experience thus commenced Prof. Grant has successively developed improvements which, under this far-reaching apparatus, are not only practicable and easily managed but considerably cheeper, both in first cost and maintainance, than any other strong light now in use.

To this single individual has been due, we believe, all the notoriety which this light has obtained in this country. That on Barnum's Museum, which scorched the eye-balls of all Broadway; that on Grace Church, the greatest strength of which passed over the houses and whitened the sails in the harbor; that on the front of the Library at Washington, which whitewashed Pennsylvania avenue: and the revolving light on the Latting Tower in the Summer of '54, which at intervals cast a distinct shadow on Staten Island, with a host of others were all originally set up by his hands, and we make this brief notice in the hope of attracting to his improvements the attention they deserve.

Prof. G.'s improvements for light-houses are three fold. First, the discovery and application of a lime which will withstand the blowpipe heat; second, the levelopment of oxygen at a moderate cost; and third, he construction of a system of signals, by which the light is shown and suppressed at such intervals that any given number corresponding to the number of a light-house on the chart may be perpetually and plainly telegraphed to the look-out on every vessel within an area of some five thousand square miles. The lime is free from silica or magnesia-in shoft, is nearly pure exyd of calcium, and, as burned by the Professor, is free from any incipient fractures. A cylinder 11 inches diameter and 2 inches lon

employed in the experimental lighthouse on the Latt ing Tower was used thirty-six hours, and the material we are assured has never failed during a period equal to the longest nights in this latitude. The gases are reserved during the periods of darkness, and costs by the present expensive processes about \$1 per night; but by his method of decomposing the nitrate of soda in contact with sand, forming silicate of soda, the cost can be reduced to about 25 cents per night for a light equal to 3,000 Argand burners. The amount of oil consumed in our present first-class Fresnel lights is about 600 gallons per annum. The method of signaling numbers is now rightly

ahibited by a model lighthouse in the reading-room of the Astor-House, and may be readily understood by the most unlettered seamen. The light is shown once and then suppressed for ten seconds, next shown wice with an interval of about four seconds and then suppressed for a half-minute. These flashes, first once and then twice, indicate the number 12, and any other desired may be signaled by simply changing a cam in the clock-work. We consider the light and the means of displaying it sufficiently perfected to deserve the immediate attention of Congress. Its application for sea purposes must evidently precede its in troduction for locomotive head-lights or any other

IMPROVEMENT IN FIRE-PROOF SAFES .- Mr. W. H. Butler of this city has recently presented and introduced an improvement in the manufacture of portable afes, which would seem to be one of those steps in practical science far more rare than new combinations of machinery. The art of making safes for the storage of books and other valuables has been greatly improved within a few years, and this final invention by Mr. B. seems to leave little to be desired. We will endeavor briefly to strip the whole subject of some of the mystery and magic with which it is too much surrounded. No perfect non-conductor of heat has been yet dis-

overed: still, a good safe four inches thick will preserve papers for days among the ruins of an extensive fire. In the late great trial near the New-York Crystal Palace, in 1853, a safe was kept red het for twentytwo, and nearly so for twenty-four hours, but proserved the woodwork and old books within. This effect was due to the water contained in its walls, and from this alone, in connection with a certain amount of non-conducting and steam-confining powers, is obtained the extraordinary property typified by the names of fabulous fire-cating and flame-breathing animals. It may surprise many to learn that the portable safe is another example of the universal power of steam, yet such is literally the fact. The efficacy of these boxes, so far as fire-proof qualifies are concerned, depends mainly and almost entirely upon the water of their composition, which changes to steam when heat is applied, and thus renders latent and dissipates the caloric which would otherwise penetrate the walls and consume the contents. The first portable Safes were of stout plank covered

with sheet iron. A great advance was the substitution of " plaster" for the wood, and this is due to Mr. Daniel Fitzgerald of this city, who sold his invention, since named "the Salamander;" and, although one of the most ingenious men our country affords, is now struggling in comparative poverty in our midst. Plaster of Paris is a good non-conductor, and may hold in ts pores nearly its bulk of water. The interior of the afe cannot be heated above 212° Fah. until all the water has been vaporized, and the escape of steam by saturating its contents and deadening the fire in the mmediate vicinity serves indirectly to still further inrease its miraculous power. The same unpaid inventor next produced "the Phonix" Safe, designed to vercome the defects of the Salamander, by more firmly retaining the water. Plaster slowly evaporates. It is at first too aret and induces mold, but after a few years in a warm room, becomes too dry, and nearly worthless. A large Safe grows lighter every year, by the evaporation of the water in its composiion, and soon loses its most valuable quality. The thickness of the Phoenix Safe is filled with clay,

fire-brick and alum. The latter salt is cheap, full of water, and holds it by crystalization. No heat short of melting will affect it, and though half water it is always dry. Time has no effect, but the mingling of a large quantity with clay or any similar material creates a semi-fluid or flowing mass when heat is applied. This evil it is believed has now been surmounted by the industry and practical skill of Mr. Butler, and the result is a strong iron safe—always dry and unchangeable, and always ready to behave with admirable "coolness and firmness" in case of fire. Ordinary alam is about 50 per cent water and 5 to

20 per cent sulphuric acid. Both these elements are volatile, and gradually change, first to a liquid and next to a vapor, when about 2500 of Fahrenheit is attained. As now improved, finely divided carbonate of lime is substituted for the clay, and this material, with the back shifting in either direction, was a quite | its weight of nitrogen in the atmosphere, this element | by combining with the sulphuric acid as soon as liber-

ated, maintains the solidity of the mass even when the alum is in as great a proportion as sixty, or even eighty, per cent of the whole composition. Simple as this improvement may appear, experiments have proved its complete efficacy, and thus the last remaining obstacle to the production of a tolerably perfect case for the deposit of valuables has been quietly re moved. The manufacture of safes on this plan has been commenced, the carbonate of lime being em-ployed in the form of pulverized chalk, and the whole expense is but little greater than that of these before in use. A crystalline material may yet be found containing more water than alum; until then we may look for little further improvement, except in the details of construction.

THE GREAT DIAMOND IN THE IMPERIAL SCEPTER OF RUSSIA.

In the first volume of the quarto edition of "P. S Pallas's Travels through the Southern Provinces of the Russian Empire in the years 1793 and 1794," which was taken from a wreck on the coast of Cape Cod, we find a very full and interesting account of 'The Moon of the Mountain"-the celebrated diamend of Russian Royalty. Pallas was Counselor of State to the Czar Alexander,

and during his stay at Astrokan became acquainted with the heirs of Grigori Safarov Shafrass, the Armenian who sold the precious gem to Russia. Shah Nadir had in his throug, with this diamend

another of equal splendor called the "Sun of the Sea." At the time of his assassination the soldiers secured and secretly sold many of the richest ornaments belonging to the Persian Crown.

Shafrass, also named Millionshik, or the Man of Millions, resided at Bassora. One day an Arganian Chief visited him, and secretly proposed to sell the diamond, with other precious stones. He was surprised at the low price demanded, and affirming that he had not money enough to buy the jewels, asked time to consult two brothers who were in business with him. The suspicious Chief did not appear again. The Armenian, with the approval of his brothers, went in pursuit of the vender. He wandered in vain in search of the treasure. Shafrass at length accidentally met the Arganian in Bagdad, and bought all the jewels in his possession for 50,000 plastres. The gem of the first water, with a large enameled

and ruby, was laid away in brilliant seclusion for twelve years. Then the Armenian, whose fears of losing the Royal plunder were overcome by the love of money, set off with the jewels for a market. Passing through Iham and Constantinople, he directed his course across Hungary and Silesia to Amsterdam, where he made the first public display of the beautiful stones, and offered them for sale. It is said that the English Government was among the bidders. Russia sent for the "Moon of the Mountain," promising to pay the expenses of transmitting it if not purchased. The Russian Minister, Count Panin, through M. Laseref, court jeweler, made the following offer: Shafrass was to have the patent of hereditary nobility, an annual pension of 6,000 rubles, i. e., \$4,500 during life, and 500,000 rubles or \$375,000 in cash. The Armenian, feeling that "blessings brighten as they take their flight," became so extravagant in his demands, that the negotiation was broken off and the diamond returned.

Shafrass was now in trouble. His outlay had been great, and he had borrowed large amounts. He absconded, and went back to Astrakan. Afterward, Count Grigorieritsh Orlof renewed the Russian offer to purchase; and Shafrass accepted 450,000 rubles, or 9337,500, ready money, together with the grant of Russian nobility. About one quarter of the sum was paid to the negotiators, and the rest, which at the death of the Armenian was the dower of his daughters, was squandered by the extravagance of their husbands. The diamond was secure, and shines on, though Royal eyes which beheld its light with pride of power have

lost their fire forever. Such is the story of the Moon of the Mountain-the ornament of a scepter which is shaken now in its sweep over the domain of the Sultan. Who shall tell its history in the future ?

ESCAPE OF MCCREA-HIS ARRIVAL AT DETROIT.

Cole McCres, whose escape from a Kansas jail has been a subject of recent congratulation among all the friends of Freedom, is in Detroit, where he has been telling the story of his wrongs by invitation of a number of the prominent citizens of that city. The De-

troit Advertiser says:

"Hopeless of obtaining justice at the hands of a Court which had already openly defied the law for the purpose of ensuring his conviction, Mr. McCrea effected his escape, intending to join his fellow-citizens in Lawrence, to aid them in the struggle which seemed in Lawrence, to aid them in the struggle which seemed impending, and then, at a proper time, to surrender himself for trial. But conscious that his safety depended upon his absence from the Territory, his friends advised him to abandon his magnanimous intention for the present, and to claim an asylum where the behests of law are paramount to the ruffianism of the mob, and personal rights are not adjudicated upon by drunken bullies. He has arrived in Detroit, on his way to seek his scattered family, and at the request of his friends here, will to-night give a narrative of the simple facts which have led to his banishment from a once peaceful home.

once peaceful home.

"Let it be recollected that the circumstances attending Mr. McCrea's escape preciuded his providing himself even with necessary raiment. He was obliged to rely upon the kindness of his countrymen for the menus of travel and subsistence, and suffered the want of clothing and food, before reaching a point where he dared ask for aid. He is still but meagerly provided, and the avails of the lecture to-night will accrue to his benefit. He desires first to reach his family, and then, Providence favoring, he will carry the didings of his mission to the East, and there endeavor to obtain succor of men and arms for the noble men who are doing the battle of Freedom in Kansas. It is Mr. McCrea's belief that the danger to the cause is still once peaceful home. McCrea's belief that the danger to the cause is still imminent, and he desires, as speedily as possible, to put the ball in motion that shall decide the question of Liberty or Slavery for the people of that Territory. Let not his appeal be made in vain."

THE ICARIANS AT NAUVOO.

Nauvoo, a pretty village in the State of Illiaois handsomely situated on the Mississippi, at the head of the first Rapids in that river, was laid out by the Mormons who settled there under the lead of Joe Smith, the Prophet, about the year 1840. Under Smith Nauvoo attained a population of some 12,000 or 15,000, but after the Mormon war, in which these people were driven out of Illinois, the town went down; the houses were left standing, but tenantiess. In the year 1849 an association of French Socialists, headed by M. Cabet, and doubtless attracted by the cheapness of property there, established themselves at Nauvoo. This society, known by the name of the Icarians, numbered when they arrived 280 souls; they numbered on the 1st of July last 526 souls. The system that prevails at Nauvoo among the Icarians is that of Communism. The individuality of the man is merged in the general community, and one family takes the place of many. The children are the children of the association; they are all taught in the same school and the same studies. Every thing is held in common except wives; the free-love abomination is unknown among the Icarians. This society has had to content against many difficulties, the chief of which was a want of funds. The society was poor, but the people are very industrious, and the possession of this quality will in time make them rich. Although the gain looks small, the population has nearly doubled in six years. In the six years the receipts into the treasury have been 152,732 francs, against a disbursement of 149,315 francs. By taking four hundred as the average number of persons for the six years, the cash expenditure has been only about thirteen dollars for each person per year. The difference between this sum and what it cost to support them was furnished by the labor of the people, beside the mills, factorier, and other improvements which they have made. In a few years these people will not only manufacture enough to supply their own wants, but have a surplus for sale.

MATRIMONIAL .- During the last year the venerable Father Streeter, pastor of the First Universalist Society in Boston, united 196 couples in marriage, and during the period that he has served as pastor of the same Society, he has solemnied the marriage ceremony for 3,959 couples.